

AMENDMENTS TO THE SPECIFICATION:

Please amend the paragraph beginning at page 4, line 14, as follows:

In this case, the level of the crankshaft signal varies three times (i.e., to low, high, and low) from an instant when information indicating switching to the high level is sent by using a time slot 104 to an instant when the next assigned time slot 105 arrives. However, the sensor ECU merely sends, to the network, by using the time slot 105, information indicating switching to the low level that occurs immediately before, reception-side ECUs cannot receive two pieces of information indicating switching of the crankshaft signal. As a result, the reception-side ECUs recognize that a value that is deviated from the true crankshaft angle by 5° is a current crankshaft angle. If this situation continues, the deviation increases and the deviation between the control timing and the crankshaft angle also increases. This results in a problem that in terms of the relationship between the engine ignition and the fuel injection processing neither a high engine power nor a low degree of emission ~~cannot~~can be obtained.